

PROJECT 10073 RECORD CARD

1. DATE 9 Sep 60		2. LOCATION 111 mi E of Kansas City, Missouri		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon <input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft <input type="checkbox"/> Was Astronomical <input checked="" type="checkbox"/> Probably Astronomical Meteor <input type="checkbox"/> Possibly Astronomical <input type="checkbox"/> Other _____ <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown	
3. DATE-TIME GROUP Local 2121 GMT 10/0221Z		4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input checked="" type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar			
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		6. SOURCE Military			
7. LENGTH OF OBSERVATION not given		8. NUMBER OF OBJECTS one		9. COURSE vertical descent	
10. BRIEF SUMMARY OF SIGHTING A brilliant "shooting star" phenomenon with a beginning burn trace approx 80° above horizon from eye level. Burn trace increased in intensity to final burn-out at approx eye level to pilot of a/c flying at 35,000 ft.				11. COMMENTS Description is characteristic of a meteor.	

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25 D.C.



REPLY TO
ATTN OF: ATPDP

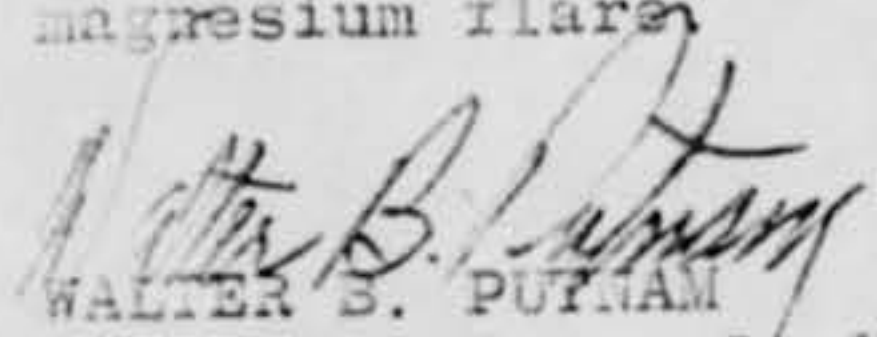
12 Sep 60

SUBJECT: Unidentified Foreign Object

TO: Aerospace Technical Intelligence Center
Wright-Patterson AFB, Ohio

The undersigned was pilot in a T-33 aircraft flying at 35,000 feet altitude (indicated) on a magnetic heading of 230° on radial 111 from Kansas City VOR at 2121 EST, 9 September 1960, approximately 60 miles east of Kansas City, and observed the following:

A brilliant "shooting star" phenomenon occurred with a beginning burn trace approximately 30° above the horizontal from the level of my eye. The burn trace increased in intensity to final burn-out on approximately the eye level of the undersigned. The trajectory appeared nearly vertical and directly over the nose of the aircraft. The most unusual aspects of the phenomenon were the vertical trajectory and the pure white intensity of the final burn-out, which approached that of a magnesium flare.


WALTER B. PUTNAM
Brigadier General, USAF
Dir of Personnel Planning